

## CITY COUNCIL STUDY SESSION ITEM

### **SUBJECT:**

East Link Project Update.

### **STAFF CONTACT:**

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### **POLICY ISSUES:**

Tonight's discussion with the Council is largely informational and no specific project direction or decisions are requested. The general policy guidance below is informing the City's work on this final design phase of the East Link Project:

#### MOU with Sound Transit:

The City and Sound Transit entered into a Memorandum of Understanding (MOU) in November 2011 that defines City contributions to a downtown light rail tunnel. The MOU also provides the basis for a Collaborative Design Process (CDP) that was further defined and agreed to in January 2012. The CDP provides the mechanism for the City and Sound Transit to jointly advance the design of the East Link Project through the 60% design phase and identify cost savings to offset the City's tunnel funding contribution.

At the end of the design and permitting phase, the MOU calls for a review of the Project baseline budget and confirmation of the City's financial participation in East Link. The magnitude of policy issues presented at the time of confirmation of the MOU depends in large part on the Project baseline budget, anticipated in the third quarter of 2014. A subsequent work plan supporting the Council's consideration of the policy issues presented by the question of confirming the MOU will be developed when more is known about the Project baseline budget.

#### Light Rail Overlay District:

In addition to collaborating with Sound Transit within the framework of the MOU, the City is the permitting agency for East Link within Bellevue. The Council adopted Land Use Code (LUC) provisions defining development standards and design guidelines, which shape staff's feedback

on design issues. The LUC provisions also establish the permitting process for East Link, with a Citizens' Advisory Committee (CAC).

#### Comprehensive Plan Policies:

A final component of City work through this phase of East Link implementation involves the City's own long-range planning efforts. The Comprehensive Plan supports reviewing the long-range plans for those areas adjacent to and near transit stations, to ensure that the City's vision is met and enhanced by those station areas. The City's separate Station Area Planning effort is underway consistent with these policies.

#### **DIRECTION NEEDED FROM COUNCIL:**

     Action  
  X   Discussion  
  X   Information

This is the first of the monthly updates anticipated through development of the project baseline budget. Tonight's focus will be on the details about the station design process and public involvement opportunities. An update of the City's overall East Link work program is provided in Attachment A.

Staff will seek input from Council on station naming options.

#### **BACKGROUND/ANALYSIS:**

##### **I. East Link Project Updates**

#### Schedule

Sound Transit recently updated the East Link Master Schedule (Attachment B) in July. This schedule shows progress in final design and reflects that Sound Transit is now proceeding into the Right-of-Way acquisition phase of the project.

#### Contract Packaging

Sound Transit has recently formalized contract packages for procurement of construction services. These contract packages replace the "Segments" used during the environmental and preliminary engineering phases to break up the Project into smaller sub-sections. These contract packages are depicted in Attachment C. These packages will also be the basis for the updated Project baseline budget. Sound Transit will also be submitting 90% complete and 100% complete plans for review for each of the contract packages.

#### Right-of-Way Acquisitions

Sound Transit continues to advance the right-of-way (ROW) acquisition process, including seeking Board approval to purchase ROW needed for the Bel-Red area and residences along 112<sup>th</sup> Avenue SE in Surrey Downs, as needed for the Project and to comply with the City's Light Rail Overlay.

#### Final Design

Final design for the East Link Project is underway, and City staff is working closely with Sound Transit on overall design coordination, scope resolution, construction planning and mitigation.

More information about Sound Transit's Final Design Process is provided in the Community Guide to Final Design (Attachment D).

Sound Transit is submitting to the City 60% plans for the Project in a phased delivery through the end of the year. Plans for the Bel-Red area were provided to the City in July and permit submittals are expected in October. City staff is reviewing the plans for consistency with City policies, plans, and code requirements.

## **II. Station Design and Public Involvement**

As part of the final design process, Sound Transit presented 30% station design plans to the public in May and June in a series of open houses hosted along the East Link corridor. These open houses were intended to share designs for the stations and guideway and asked attendees to share their thoughts on the design plans.

Based on feedback from the public as well as additional technical information, Sound Transit is working to advance the station designs to a 60% level of design. On September 10, Sound Transit hosted an open house to share the 60% design plans for the Bel-Red corridor and stations. The City also hosted a co-located open house with information on related Bel-Red projects. Additional information on station design made available since the 30% design open houses included more detailed landscaping plans and identification of architectural elements, materials, and finishes.

Bellevue residents have two primary means through which to provide input on the design and construction of Sound Transit's East Link Light Rail extension. Through Sound Transit's final design process and the City of Bellevue's Light Rail Transit Overlay Citizens Advisory Committee, the public has multiple opportunities to provide feedback on items such as station design, public art, public safety, landscaping and any other station element. Through a third City of Bellevue process known as Station Area Planning, the public can address pedestrian and bicycle connectivity, traffic concerns and land use impacts among other things.

The Bellevue East Link Public Involvement Guide (Attachment E) provides a summary comparison of the processes to clarify the types of review covered by each, and how the public can stay involved in each.

## **III. Station Naming**

Sound Transit's naming process is underway for the East Link stations. Station naming provides an opportunity for residents to participate in the creation of the station identity, and begin to take ownership of its integration within the City. After conducting initial outreach at the 30% final design open houses last spring, Sound Transit is now seeking additional public input. This outreach will include an online survey, which will be distributed via social media, blogs, and direct contact to neighborhood groups and other stakeholders. City staff will assist Sound Transit with promotion of the survey among Bellevue residents and businesses.

Names will be selected by the Sound Transit Board in early 2014 based on Board Resolution No. R2012-02 (Attachment G), specifying the following criteria:

1. reflect the nature of the environment, including neighborhoods, street names, landmarks, and geographic locations;
2. be brief, easy to read and easy to remember;

3. avoid commercial references because they may change over time;
4. avoid similar names or words in existing facility names;
5. comply with ADA guidelines and be limited to 30 characters.

A list of potential Bellevue station names proposed for the survey is attached (Attachment H). These names were developed based on consultation with the City, Eastside Heritage Center, and Planning Commission; public input collected during the initial outreach effort as part of 30% design; and consideration of Sound Transit naming criteria. **Council input on additional names to be included in the survey is requested during the Council meeting.**

Staff will report back to the City Council with the survey results after outreach concludes. The Sound Transit Board will select the final name for each station in early 2014.

**ATTACHMENTS:**

- A. City of Bellevue East Link Work Program Update
- B. Sound Transit Project Schedule
- C. Sound Transit East Link Contract Packages Map
- D. Sound Transit Community Guide to Final Design
- E. Bellevue East Link Public Involvement Guide
- F. East Link Related Citizen Advisory Committees (CAC) Map
- G. ST Board Resolution on Station Naming
- H. Station Names Proposed for Survey

### **City of Bellevue East Link Work Program – Status Update 9/23/13**

City staff has developed an East Link work program to fulfill commitments made in the MOU; advance policy direction contained in the comprehensive plan, Light Rail Best Practices Report, and other policy documents; and fulfill the responsibilities of the City as a local jurisdiction with permitting authority.

The following sections provide updates on major accomplishments since the last East Link briefing to Council in July.

#### **Joint Tasks with Sound Transit**

##### **Permit Processing Plan**

Per Exhibit E of the MOU, the City must develop a Permit Processing Plan, including submittal standards, timelines, and project-related fee estimates. City and Sound Transit staff are developing this product through a technical staff group.

The Council has also recently considered the membership of a Citizen Advisory Committee (CAC), identified in the Light Rail Overlay adopted by the City Council in February 2013 to represent community, neighborhood, and citywide interests during the permit review process. The first meeting of the CAC is anticipated in October.

##### **Design Development**

Following the Council discussion in July, City and Sound Transit staff have worked together to assess possible design approaches to maximize weather protection of the NE 6<sup>th</sup> Station without triggering Fire-Life-Safety requirements. These designs continue to be evaluated through technical teams for compliance with City codes and consistency with the NE 6<sup>th</sup> Station Statement of Design Intent.

##### **Project Cost Estimating and Budget**

As described in the Collaborative Design Process Management Plan, the City will participate in the development of East Link Project cost estimates through the design process, jointly review cost estimating deliverables prepared by the final design consultant, and conduct an independent review of the 60% cost estimate to ensure the City has a clear understanding of the basis of the cost estimate and confidence in the final 60% Project baseline budget.

On August 5, Council approved a consultant contract to provide an independent review of the cost estimates on behalf of the City. The consultants have begun reviewing materials to develop familiarity with the MOU financial commitments and basis, as well as other relevant background materials. A briefing on the cost estimate review approach is anticipated in the October monthly East Link Project Update.

##### **Station Area Planning**

Station area planning is a City of Bellevue process that will help to integrate the East Link stations into the surrounding communities, while enhancing their function and value to the area

in which they are located. The specific planning work will be tailored to each station area, recognizing their unique character and issues.

The City is kicking off planning for the South Bellevue park-and-ride station area on October 10 by holding a community brainstorming workshop to identify areas of potential improvements, as well as points of concern. This public workshop is being planned and conducted in cooperation with Enatai neighborhood leaders with the goal of creating a community driven process in which stakeholders can make the most of the station coming to their neighborhood. Following the initial meeting, the City will work closely with a self-identified ad-hoc group of stakeholders to develop a station area plan to address the ideas generated out of this initial workshop.

The City Council will receive periodic updates on the Station Area Planning program as the plans for other stations get underway and proceed according to the schedule presented to the Council last May. The next anticipated Council briefing on Station Area Planning is in November.

#### Outreach

Nearly 100 stakeholders attended Sound Transit's East Link Bel-Red 60% Design open house on Tuesday, September 10. Meeting attendees learned how plans had evolved from the 30% design milestone, which was presented last spring, in a formal presentation. The presentation was followed by an open house, where residents could learn more about the general design evolution from Sound Transit project managers, see landscaping concepts for the stations and ancillary structures, and feel samples of proposed station materials.

To ensure that residents have a thorough understanding of the planned and current road projects in the Bel-Red area, the City of Bellevue hosted a concurrent open house in an adjacent room to the Sound Transit event. City staff was on hand to explain the Bel-Red plan, current and future projects and the anticipated schedule of build out.

#### Operations and Maintenance Satellite Facility (OMSF)

The four alternative OMSF sites in Bel-Red and Lynnwood are still in environmental review. Sound transit recently announced a delay until May 2014 for the publication of the DEIS. However, the new schedule will not push Sound transit Board's selection of the preferred OMSF site beyond August 2014 and will not delay East Link service. Independent review of the OMSF alternative sites by an Urban land Institute Technical Advisory Panel has also been delayed until the end of 2013 or early 2014. Also, Sound Transit has closed on its purchase of the former International Paper box plant at 1899 120<sup>th</sup> Ave NE. The acquisition of this property is intended to preserve it as an option for the OMSF base. The property will be sold as surplus property if another site is selected for the maintenance base.

#### **City Work Program**

#### MOU Contributions

Property Acquisitions: The City has begun the condemnation process for the downtown and Bel-Red staging areas identified in the MOU, while simultaneously continuing to pursue negotiated

acquisitions. Initiating the condemnation process was a key milestone in ensuring timely delivery of the properties to Sound Transit.

**City-owned Property Transfers:** As final design advances, a more precise definition of the ROW needs on City property is developed. Staff is reviewing the 60% ROW needs as an initial step in the process of transferring property rights to Sound Transit.

**Other Up-front Contributions:** Staff continues to support relocation of utilities under City franchise agreements, the design of City-owned utilities, and the identification of other potential contributions, such as grant funding.

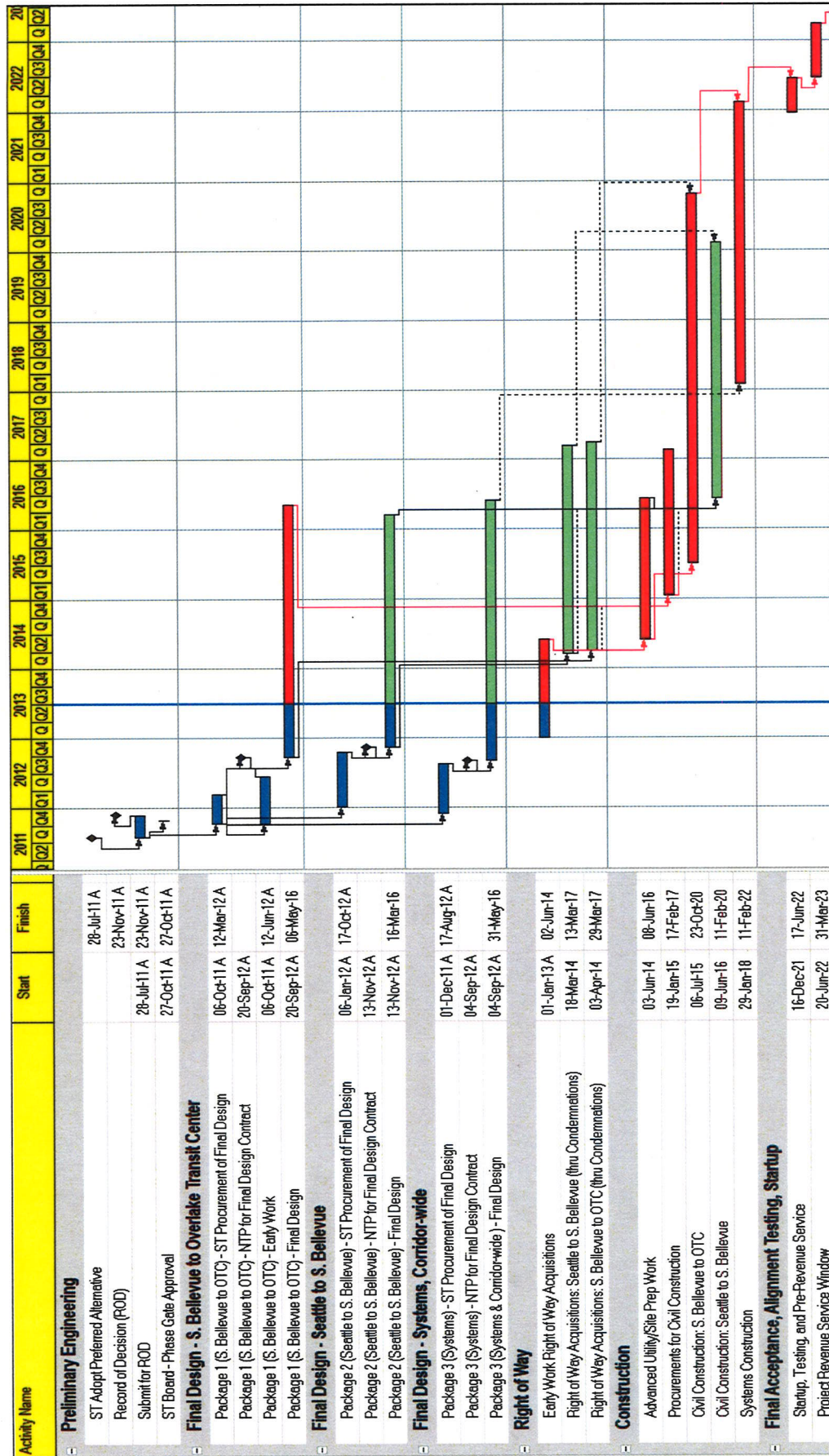
#### Complementary City Planning Efforts and Projects

Planning efforts:

- **Surrey Downs Master Plan Update:** Parks staff has initiated work with the SD community to update the SD park master plan. They met initially with the SD park committee and attended their annual picnic September 8 to re-introduce the adopted plan and to begin soliciting feedback on desired changes. The first community meeting is scheduled for September 25.
- **NE 6<sup>th</sup> Station Pedestrian Enhancements:** Consistent with Council direction in July, additional analysis of possible pedestrian enhancements to facilitate access to the NE 6<sup>th</sup> Station is underway through the Downtown Livability Initiative.

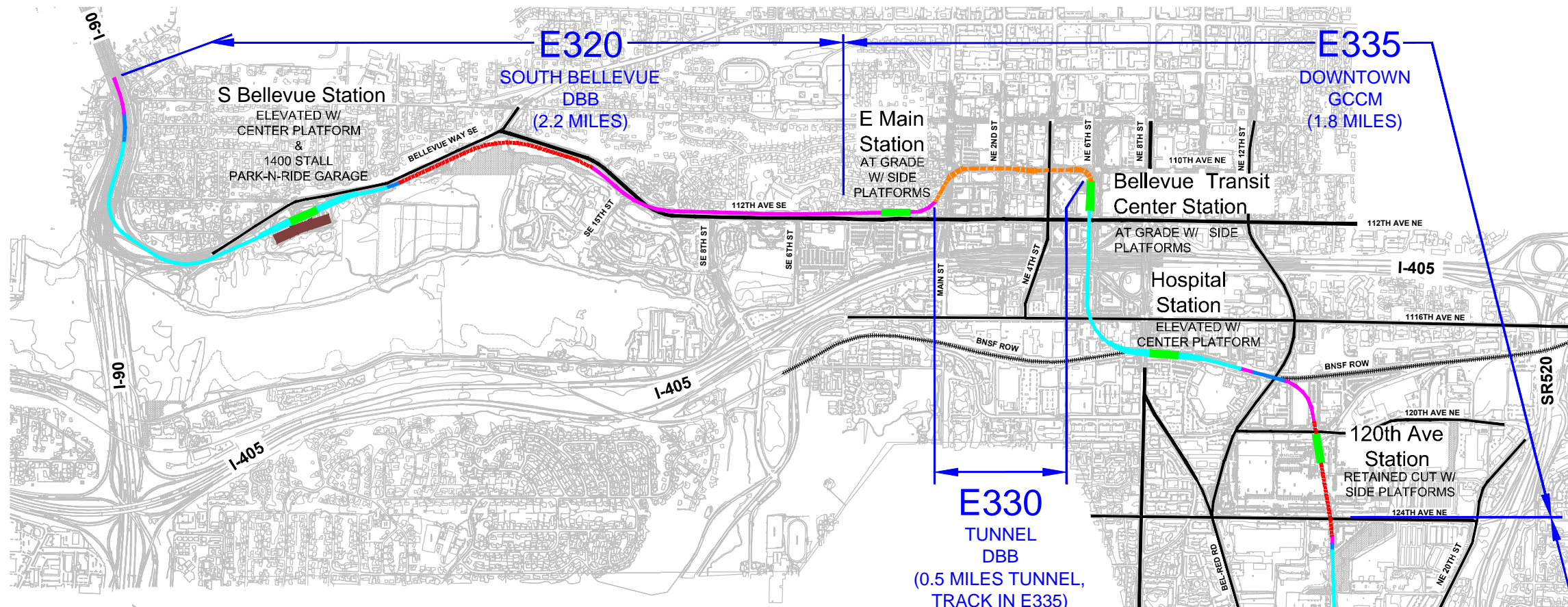
**Coordination with City Projects:** The City continues to coordinate design advancement of City projects intersecting the East Link Project (120<sup>th</sup> Ave NE, 124<sup>th</sup> Ave, and NE 16<sup>th</sup> Street) to optimize scope, construction sequencing, and cost savings for all projects.

# EAST LINK MASTER SCHEDULE UPDATE



NO CHANGES this period.





### LEGEND:

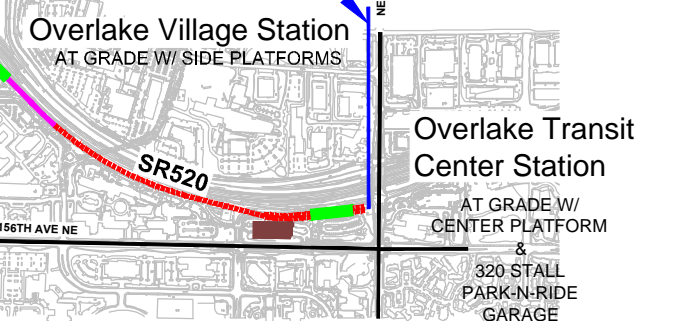
- - STATIONS
- - GARAGES
- - ELEVATED
- - AT GRADE
- - RETAINED CUT
- - RETAINED FILL
- - TUNNEL
  
- E335 - PACKAGE NUMBER
- DBB - DESIGN BID BUILD
- GCCM - GENERAL CONTRACTOR CONSTRUCTION MANAGER
- D/B - DESIGN BUILD

# EAST LINK SITE MAP

## SOUTH BELLEVUE TO OVERLAKE TRANSIT CENTER



FINAL DESIGN PARTNERS.





## East Link community outreach

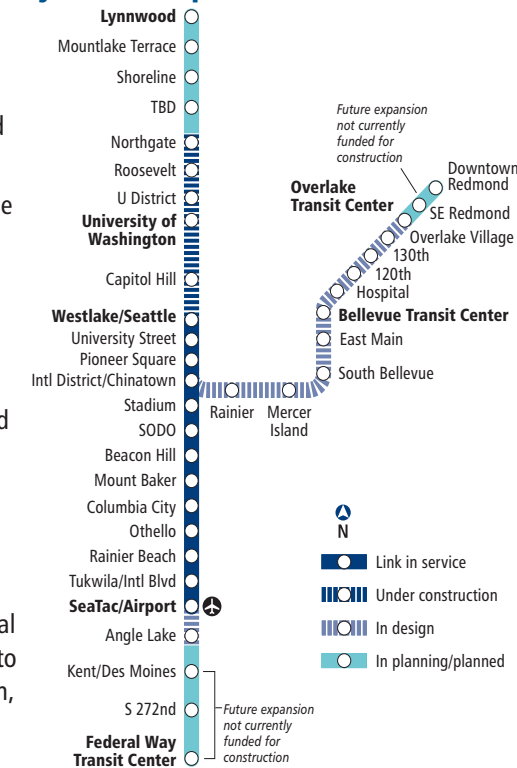
We want to hear from you! During final design, there will be opportunities to provide feedback on station design, including amenities such as bicycle facilities, pedestrian and bus connections and public art. During final design, Sound Transit will:

- Keep the public informed with briefings, public meetings and frequent updates to the website
- Ask for public input before making big decisions about design
- Consider and address public input whenever it is technically and financially feasible
- Report back to the public about how input was considered
- Notify residents, property owners and businesses before conducting work in the field

## Stay involved during final design

Attend community meetings at key design milestones and stay informed throughout final design by: visiting the project website: [www.soundtransit.org/eastlink](http://www.soundtransit.org/eastlink) and subscribing to the East Link listserv. For more information, or to request a briefing for your organization, contact Community Outreach staff at [eastlink@soundtransit.org](mailto:eastlink@soundtransit.org) or 206-398-5470.

### System map



## East Link Extension

# Community Guide to Final Design

Length: 14 miles

Ride times:

Mercer Island to University of Washington: 20 minutes

South Bellevue to Sea-Tac Airport: 50 minutes

Overlake Transit Center to Bellevue Transit Center: 10 minutes

Rider projection: About 50,000 riders will use East Link every day by 2030

Budget: \$2.8 billion (2010 \$)

Start of service: Targeted 2023

## Project benefits

East Link Extension will benefit local communities and support regional growth with fast, frequent and reliable light rail service, connecting Seattle to the Eastside's biggest population and employment centers. Sound Transit's goal is to deliver a light rail system that serves the region and is compatible with its surrounding communities.

The project builds on the Central Link light rail system that runs between Sea-Tac Airport and downtown Seattle and the University Link Extension that is scheduled to open in 2016. East Link is one of the new light rail extensions Sound Transit is building north, south and east from Seattle.

### East Link alignment



2006-2011

2011-2015

2015-2022

Targeted 2022

Targeted 2023

Planning and environmental review

Final design  
(we are here)

Construction

Testing & pre-operations

East Link in service

To speak with Sound Transit about the proposed Link light rail mass transit project in East King County call 1-800-823-9230 during regular business hours.

Para hablar con Sound Transit acerca del propuesto proyecto de transporte público de Link Light Rail en el este de King County, llame al 1-800-823-9230 durante horas normales de oficina.

要向 Sound Transit 瞭解或討論擬在 East King County 進行的 Link light rail 公共交通項目，請在正常的工作時間致電 1-800-823-9230。

Upang makipag-usap sa Sound Transit ukol sa iminungkahing Link light rail na proyektong sasakyang pangmasa sa Silangang King County tawagan ang 1-800-823-9230 habang sa karaniwang mga oras ng pangangalakal.

Если вы хотите высказать сотрудникам Sound Transit свои соображения по поводу предлагаемого проекта линии общественного транспорта Link light rail в восточной части King County, звоните по телефону 1-800-823-9230 в обычные рабочие часы.

Muốn nói chuyện với Sound Transit về đề án chuyển chở công cộng đường hòa xa nhẹ Link tại Phía Đông Quận King, hãy gọi số 1-800-823-9230 trong giờ làm việc thường lệ.

درمورد مسیر پیشنهاد شده برای پروژه ترانزیت سبک راه اهنی در کینگ شرقی با شماره 1-800-823-9230 در ساعات کاری تماس بگیرید. برای گفتگو با سوند ترانزیت

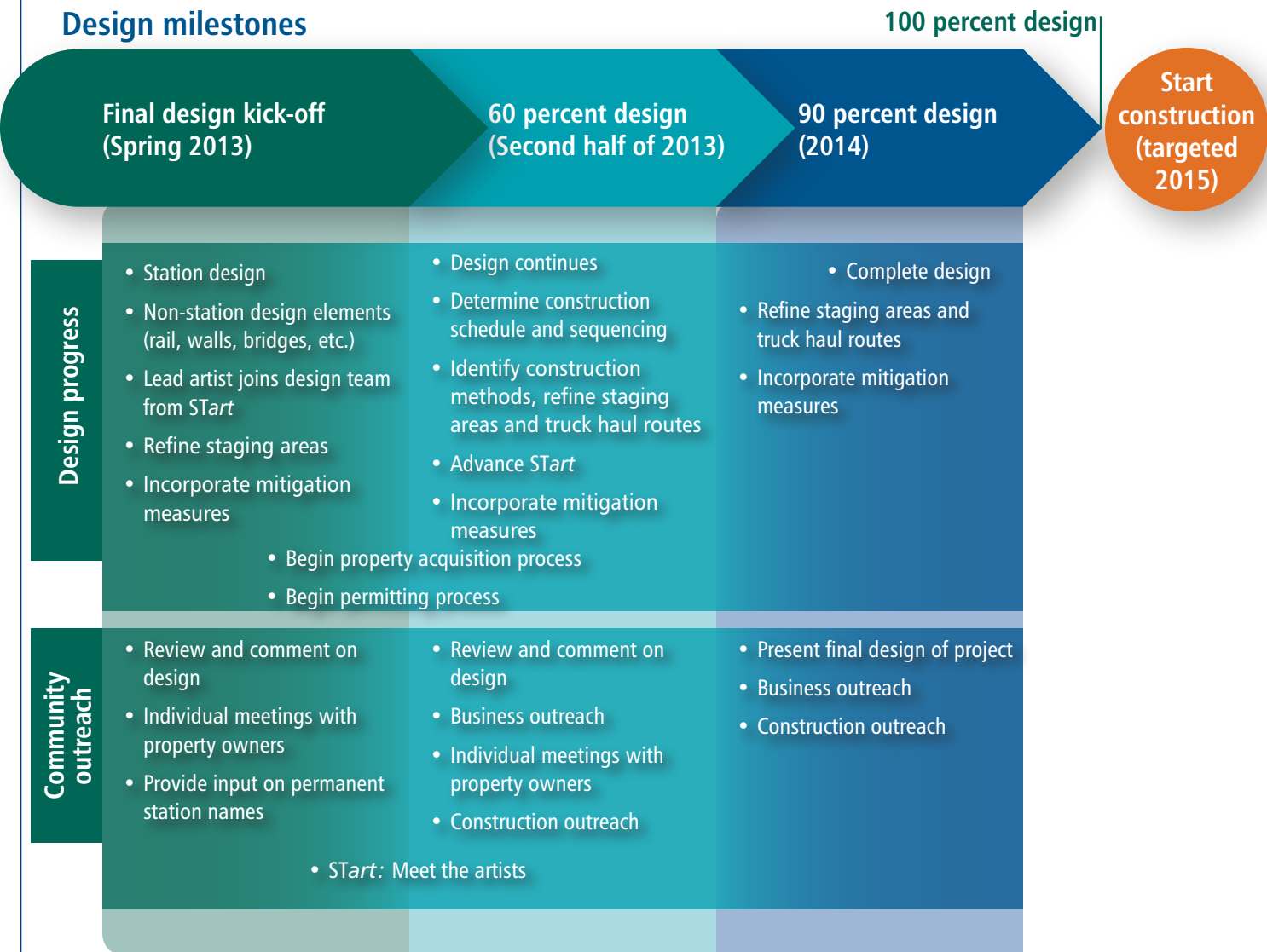


# What to expect during final design

East Link is moving into final design, the process that will advance the design from approximately 30 percent to 100 percent completion. During final design, Sound Transit will prepare the project for construction by:

- Developing station designs
- Conducting field work
- Coordinating permits
- Incorporating art into design
- Acquiring right-of-way
- Identifying architectural elements
- Defining the construction schedule and methods
- Partnering with local jurisdictions (example: Station area planning)

## Design milestones



### Sustainability

Sound Transit’s commitment to sustainability serves as the backbone in building and operating a regional transit system that will benefit users for years to come. East Link will improve the environment, while connecting people with jobs and amenities, to create and maintain healthy communities and a strong economy. We will use sustainable design and construction methods, such as selecting renewable materials and using mitigation measures to improve the environment.

### Safety

Sound Transit stations are designed using Crime Prevention through Environmental Design (CPTED) to enhance site security. These design guidelines call for open, spacious, and well-lit light rail stations that promote safety for all users. Attention is given to clear sight lines and visibility along with eliminating or minimizing dark or hiding areas, and station structures that block visibility.

# How Sound Transit designs light rail

The following design principles guide Sound Transit’s team of architects and engineers. These guiding principles are based upon Sound Transit’s prior experience, coordination with local jurisdictions, and best practices from light rail professionals across the country.

- Promote safety and security within Sound Transit facilities and the surrounding community
- Develop a Link light rail system that is accessible to all users
- Maintain a common look and feel throughout the regional Link light rail system
- Reflect individual community character through design features and art
- Build durable, long-lasting light rail infrastructure
- Promote sustainability by improving the environment, encouraging healthy communities and supporting a vibrant local economy



## Standard design features

Sound Transit uses standard design features across the light rail system, to minimize cost and maintain a unified look. Here are some examples of standard design features:

- Station lighting
- Signage and wayfinding elements
- Platform paving
- ORCA card vending machines
- Station seating
- Bicycle storage



## STart

Sound Transit is committed to creating memorable experiences for its riders and fostering livable and walkable communities throughout the region. During final design, Sound Transit will hire artists to work with the design team and seek input from the public to create artwork that provides a strong visual identity, welcoming sense of place, and meaningful connection to the surrounding area.



## Reflecting community character

In addition to the standard design features, Sound Transit will design East Link to reflect the unique character of the communities it serves. The design team will seek public input on the following design elements:

- Artwork (STart)
- Station naming
- Landscaping and hardscaping
- Fence and railings
- Noise and retaining walls
- Tunnel portals
- Equipment screening
- Bicycle and pedestrian access at station

# BELLEVUE EAST LINK PUBLIC INVOLVEMENT GUIDE

September 2013

Bellevue residents have three primary means through which to provide input on the design, construction and mitigation related to Sound Transit's East Link Light Rail extension. The City of Bellevue's Light Rail Permitting Citizens Advisory Committee, Station Area Planning program and Sound Transit's final design process, present multiple opportunities for members of the public to provide feedback on items such as station design, traffic impacts, pedestrian and bicycle connectivity and public art to name a few.

However, with multiple public processes occurring simultaneously, it can be confusing to understand when and where is the right time to make comments on each project area. The following guide is designed to clarify which process is tasked with what, and how the public can be involved in each.

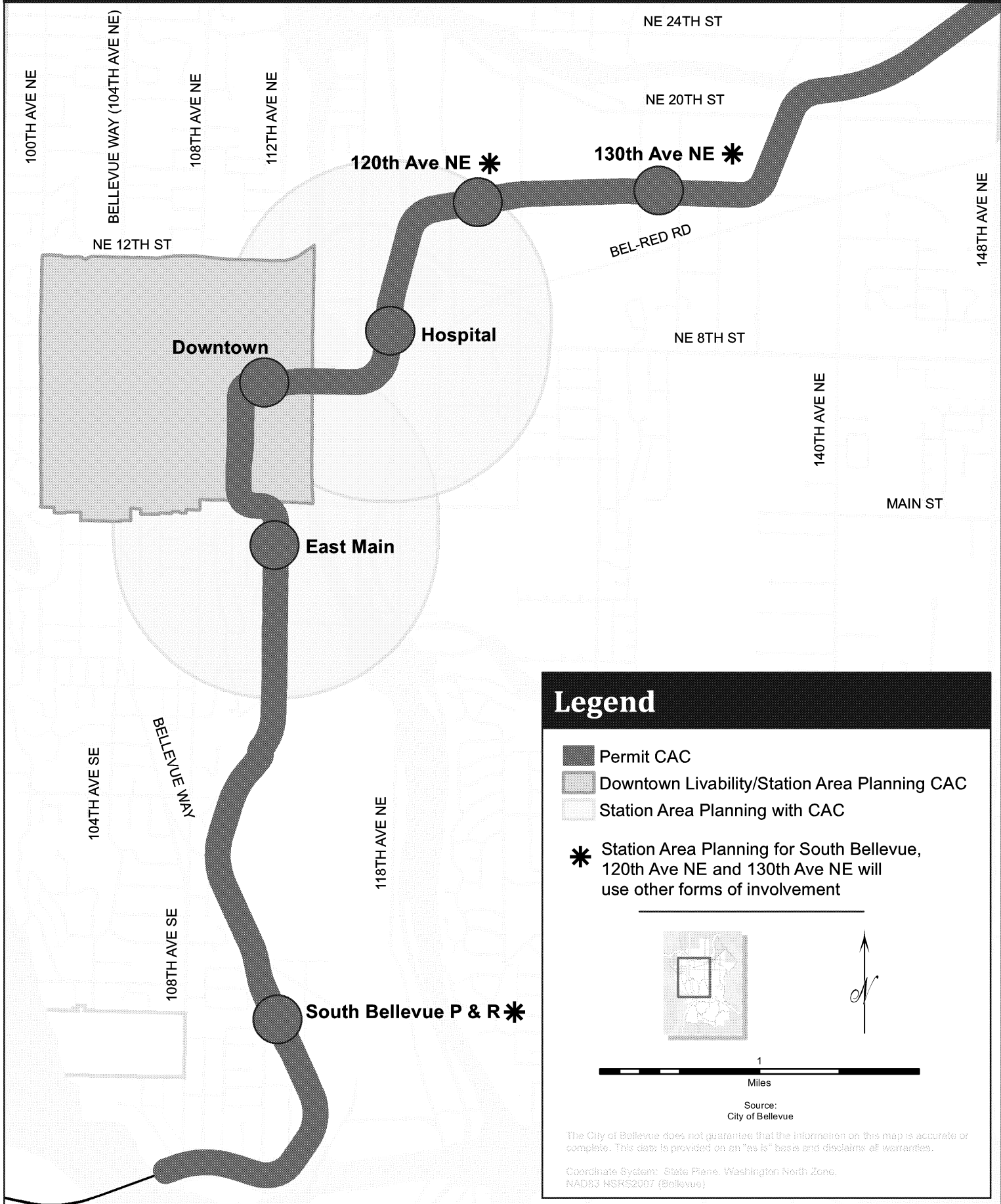
Topic	City of Bellevue Scope & Role			Sound Transit Scope & Role
	Light Rail Permitting Citizens Advisory Committee (CAC)	Station Area Planning (SAP)		
Overall East Link Project Role	<ul style="list-style-type: none"> <li>City-wide perspective in design and permit review of East Link facilities and tracks</li> <li>Reviews project components owned, built and operated by Sound Transit                             <ul style="list-style-type: none"> <li>Tracks/stations</li> <li>Ancillary structures</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>Scope tailored to each station and community to recognize their unique characters</li> <li>Focused from the station property line outward for                             <ul style="list-style-type: none"> <li>Approximately a ½-mile radius</li> <li>and/or a ten minute walk</li> </ul> </li> </ul>		<ul style="list-style-type: none"> <li>Responsible for station design, which is focused primarily on:                             <ul style="list-style-type: none"> <li>Physical features and layout of stations</li> <li>Station function                                     <ul style="list-style-type: none"> <li>Operations</li> <li>Visual and operation fit of stations</li> </ul> </li> </ul> </li> </ul>
Public Engagement Opportunities	<ul style="list-style-type: none"> <li>Will convene in public, bi-weekly meetings                             <ul style="list-style-type: none"> <li>Public comment accepted at each meeting</li> </ul> </li> <li>Public has the opportunity to provide input directly to the CAC in advance of any decision making                             <ul style="list-style-type: none"> <li>Ex: public open houses, briefings and online surveys/comments</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>SAP is a city led and stakeholder driven process</li> <li>Public involvement strategy tailored to fit the unique needs of each community                             <ul style="list-style-type: none"> <li>Separate CAC of area stakeholders for Downtown, East Main and Hospital stations</li> <li>Informal, self-identified ad hoc group at South Bellevue Park &amp; Ride, 120<sup>th</sup> and 130<sup>th</sup> stations</li> </ul> </li> </ul>		<ul style="list-style-type: none"> <li>Public open houses for each station at the 30%, 60%, 90% design milestones</li> <li>Provides briefings to property owners, businesses and key stakeholders upon request                             <ul style="list-style-type: none"> <li>Shares regular project updates online and in person</li> <li>Posts all project documents online</li> <li>Solicits public feedback and comment through online surveys</li> <li>Translates all project materials</li> </ul> </li> </ul>

Topic	City of Bellevue Scope & Role			Sound Transit Scope & Role
	Light Rail Permitting Citizens Advisory Committee (CAC)	Station Area Planning (SAP)		
Development standards	<ul style="list-style-type: none"><li>Reviews the light rail system and facilities plans for compliance with already adopted standards</li><li>The CAC will not develop new development standards</li></ul>	<ul style="list-style-type: none"><li>Recommends amendments to existing development standards for future development in the planning area as appropriate<ul style="list-style-type: none"><li>Not applicable to light rail system and related facilities</li></ul></li></ul>	<ul style="list-style-type: none"><li>Must comply with already adopted development standards</li></ul>	
Design guidelines	<ul style="list-style-type: none"><li>Responsible for establishing station context for Sound Transit to use in designing station platforms and associated station facilities</li><li>Will review station plans for context sensitive design beginning with the 60% design cycle</li></ul>	<ul style="list-style-type: none"><li>Recommends amendments to existing design guidelines for future development in the planning area as appropriate<ul style="list-style-type: none"><li>Not applicable to light rail system and related facilities</li></ul></li></ul>	<ul style="list-style-type: none"><li>Must comply with City approved design guidelines</li></ul>	
Existing and planned conditions	<ul style="list-style-type: none"><li>Station/alignment character and condition background research could help inform CAC context sensitive design recommendations<ul style="list-style-type: none"><li>Dependent on timing</li></ul></li></ul>	<ul style="list-style-type: none"><li>Work on existing station area character and conditions will help inform Sound Transit design team and the CAC<ul style="list-style-type: none"><li>Staff will prepare this background work for each station area</li></ul></li></ul>	<ul style="list-style-type: none"><li>Design team can use information on existing and planned conditions to help guide its station designs</li></ul>	
Parking and traffic	<ul style="list-style-type: none"><li>Provides review of parking facilities and drop-off areas associated with stations<ul style="list-style-type: none"><li>Does not address neighborhood parking/traffic issues</li></ul></li></ul>	<ul style="list-style-type: none"><li>Addresses changes in traffic patterns and parking in areas surrounding stations<ul style="list-style-type: none"><li>May include additional City actions beyond Sound Transit mitigation requirements</li></ul></li></ul>	<ul style="list-style-type: none"><li>Responsible for designing parking facilities and drop off areas associated with the stations and for implementing the mitigation identified in the EIS</li></ul>	

Topic	City of Bellevue Scope & Role			Sound Transit Scope & Role
	Light Rail Permitting Citizens Advisory Committee (CAC)	Station Area Planning (SAP)		
Access and connectivity	<ul style="list-style-type: none"><li>Reviews access points to and from the platform relative to ped/bike routes, drop-off and vehicle parking locations</li></ul>	<ul style="list-style-type: none"><li>Reviews existing ped/bike infrastructure and plans for additional ped/bike facilities to provide direct, safe and convenient routes to stations</li><li>Reviews and refines transit service within the planning area</li></ul>	<ul style="list-style-type: none"><li>Must design stations in accordance with existing City of Bellevue code for compliance with access and connectivity requirements</li></ul>	
Public safety	<ul style="list-style-type: none"><li>Considers public safety as an element that informs their recommendation on design and mitigation</li></ul>	<ul style="list-style-type: none"><li>Identifies safe and secure routes to and from the stations within at least a ½- mile radius<ul style="list-style-type: none"><li>Develop strategies to address concerns about potential increased crime</li></ul></li></ul>	<ul style="list-style-type: none"><li>Stations designed using Crime Prevention through Environmental Design (CPTED) to enhance site security<ul style="list-style-type: none"><li>Open, spacious, well-lit stations that promote safety for all users</li><li>Clear sight lines and visibility, eliminate/minimize dark/hiding areas</li></ul></li></ul>	
Infrastructure needs	<ul style="list-style-type: none"><li>Reviews all infrastructure built in Bellevue by Sound Transit</li></ul>	<ul style="list-style-type: none"><li>Examines public facilities (ex: parks, utilities, roads, ped/bike ways, lighting, signage) needs to enhance surrounding area and better integrate light rail facilities</li></ul>	<ul style="list-style-type: none"><li>Responsible for building all project infrastructure, as well as additional roadways and parks in direct association with East Link</li></ul>	
Redevelopment potential	<ul style="list-style-type: none"><li>Does not apply</li></ul>	<ul style="list-style-type: none"><li>Most SAP programs will include evaluation of and plan for potential redevelopment of non-single family residential properties</li><li>There will be NO redevelopment at the South Bellevue Park &amp; Ride Station or to the single family area west of the East Main</li></ul>	<ul style="list-style-type: none"><li>Any remnant properties that Sound Transit does not need once operations begin could be sold and/or redeveloped<ul style="list-style-type: none"><li>Any potential redevelopment must comply with City of Bellevue zoning and development standards</li><li>Must obtain city approval through the usual process for any action</li></ul></li></ul>	



# East Link Related Citizen Advisory Committees (CAC)



**RESOLUTION NO. R2012-02**

A RESOLUTION of the Board of the Central Puget Sound Regional Transit Authority establishing a policy for naming Sound Transit facilities, including stations, maintenance bases, portals and other facilities and a naming structure for Link system lines and extensions.

WHEREAS, the Central Puget Sound Regional Transit Authority, hereinafter referred to as Sound Transit, has been created for the Pierce, King, and Snohomish Counties region by action of their respective county councils pursuant to RCW 81.112.030; and

WHEREAS, Sound Transit is authorized to plan, construct, and permanently operate a high-capacity system of transportation infrastructure and services to meet regional public transportation needs in the central Puget Sound region; and

WHEREAS, in general elections held within the Central Puget Sound Regional Transit Authority district on November 5, 1996 and November 4, 2008, voters approved local funding to implement a regional high-capacity transportation system for the central Puget Sound region; and

WHEREAS, Sound Transit uses facility and station names for wayfinding, facility signage, schedules and trip-planner information for ST Express, Sounder and Link; and

WHEREAS the Sound Transit Board recognizes the value of a systemwide, comprehensive and consistent approach for selecting the permanent names of facilities, and a naming structure for Link lines and extensions; and

WHEREAS, past naming efforts have been based on working protocols and procedures and this resolution provides direction to update and formalize those working protocols and procedures; and

WHEREAS, establishing a permanent station or public facility name includes three distinct phases; an internal process to identify and evaluate potential names based on the criteria, a process to receive public input and Board adoption.



NOW THEREFORE BE IT RESOLVED by the Board of the Central Puget Sound Regional Transit Authority as follows:

Section 1. Naming Process

Public input will be received on potential names during the standard 30 percent facility design review process. Communication with the public and stakeholders will be included in regular project communications and will identify the Board as the final authority in determining a permanent facility name. Additionally, stakeholders, jurisdictional partners, and transit agencies will be notified of the process and how to provide input. Permanent names will be considered by the Board at Gate 5 of Sound Transit's Phase Gate process.

Section 2. Facility Naming Criteria

Sound Transit facilities will be named based on established criteria. Names will:

- Reflect the nature of the environment: neighborhoods, street names, landmarks, plus geographical locations
- Be brief and easy to read and remember
- Comply with federal Americans with Disabilities Act (ADA) guidelines and requirements and be limited to 30 characters
- Avoid commercial references because they may change, prove confusing to the public and be costly to change
- Avoid similar names or words in existing facility names

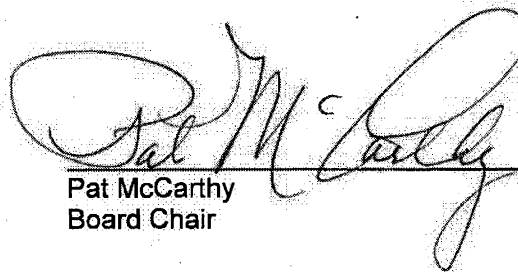
Section 3. Link System Naming Structure

Link lines and stations will be named using a comprehensive approach that represents a system. The line name, "Central Link", will be gradually phased out and the entire system will be referred to as "Link." Each line will have an "end-of-the-line" destination name and an associated color, which is ADA compliant.

Section 4 . Early planning names

Names for Sound Transit facilities in early planning phases through final design should be determined by either proximity to streets, transit centers or permanent public institutions, and should not be commercial in nature. The Link system naming structure may also be applied to projects that are undergoing Alternative Analysis.

ADOPTED by the Board of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on February 23, 2012.



Pat McCarthy  
Board Chair

ATTEST:



Marcia Walker  
Board Administrator

## East Link Station Naming

### PROPOSED STATION NAMES TO BE INCLUDED IN AN ONLINE SURVEY

The following list of names has been reviewed by City of Bellevue and Sound Transit staff to ensure that each meets the basic naming requirements set forth in Sound Transit's naming resolution.

#### 1.) South Bellevue

##### a) South Bellevue Station

The new East Link station and park & ride will be constructed at the South Bellevue Park & Ride's current location. This name would reflect that geographic connection.

##### b) Enatai Station

The name of the neighborhood closest to this station, Enatai is a Native American term meaning "across the water" or "beyond." This station name would provide geographic context and reflect the character of the neighborhood.

##### c) Mercer Slough Station **OR** Mercer Slough Park Station

The Mercer Slough Park borders the eastern side of the Station, and is a popular recreational nature area for the eastside and beyond. The park is named for Aaron Mercer, one of the first settlers on the eastside. This station name reflects the area character, relates to historic significance, serves as a landmark and provides geographic context.

##### d) Winter's House Station

The Winter's House, built in 1929, is located adjacent to the Mercer Slough and currently houses the Eastside Heritage Center. Frederick Winters met and married Ceceilia Roedel after moving to Washington from New York in 1906. Listed on the National Register of Historic Places in 1992, the Winter's House is the only nationally designated property in the City of Bellevue. This name would reflect the city's heritage, as well as provide a geographic context as the Winter's House serves as an area landmark.

#### 2.) East Main

##### a) Surrey Downs Station

Surrey Downs is the name of the nearest neighborhood to the station. In the early part of the 1900s, noted horticulturalist R.T. Reid grew filberts, grapes, cherries, peonies and other agricultural crops at his "La Belle Ranch." After Reid's death, his property was platted as Bellevue's future Surrey Downs neighborhood. This name reflects the area's character, would provide geographic context and relates to Bellevue's history.

##### b) 112<sup>th</sup> and Main Station

The station will be located at 112<sup>th</sup> Avenue SE and Main Street. This name provides precise geographic context.

##### c) East Main Station

The station will be located on the eastern end of Main Street, which provides some geographic context.

### 3.) **Bellevue Transit Center**

#### a) Downtown Bellevue Station

This station serves as downtown Bellevue's connection to East Link. The name reflects the area's urban character and provides geographic orientation.

#### b) Bellevue Civic Center Station

The station will be located in downtown Bellevue, adjacent to the City Hall campus and Meydenbauer center. This station name conveys the geographic location, and references the access to civic services in Bellevue.

#### c) Bellevue Central Station

Many stations located in downtown urban cores are known as central stations. This name reflects the central nature of this station as the hub of the eastside, and its connectivity to other transit in the area. This name provides geographic context and relates to the area character.

### 4.) **Hospital**

#### a) Lake Bellevue

Although not visible from the station, Lake Bellevue is in close proximity to its future location. In that respect, this name reflects some of the area character.

#### b) Midlakes/Wilburton Station

Midlakes was the name of the former railroad stop at this location. It reflects the geographic connection of between Lake Washington and Lake Sammamish. Wilburton denotes the neighborhood to the east of the station's 8<sup>th</sup> street border. While each of these names may not have enough geographic context alone, when combined they have more power.

#### c) Bellevue Medical Station

This name connects the medical services available at this station, without specifically saying hospital. It provides geographic context and reflects the character of the station stop.

#### d) Sturtevant Creek Station

Sturtevant Creek runs in this station area. Furthermore, Sturtevant was the original name of Lake Bellevue. Clark Sturtevant was one of the first area pioneers, which provides some historic context for this station name.

### 5.) **120<sup>th</sup>**

#### a) Kelsey Creek Station

Kelsey Creek runs in the vicinity of this station. This name reflects the geographic area. It also reflects Bellevue history, as Kelsey Creek is named for H.E. Kelsey, a Bellevue teacher from the 1880s who lived on the land that Kelsey Park currently occupies.

#### b) 120<sup>th</sup>/Bel-Red Station

This name reflects the geographic location of the station. By joining 120<sup>th</sup> with Bel-Red, this name also provides a broader area context.

c) 120<sup>th</sup> Station

This East Link station is currently referenced as 120<sup>th</sup> station, as it will be located on 120<sup>th</sup> Avenue. This name would provide geographic context.

6.) 130<sup>th</sup>

a) 130<sup>th</sup> Station

This East Link station is currently referenced as 130<sup>th</sup> station, as it will be located on 130<sup>th</sup> Avenue. This name would provide geographic context.

b) Goff Creek Station

Mary and Ames Goff were homesteaders in this area in the 1930s. Their property was near the residential loop of 130<sup>th</sup> Ave NE, NE 10<sup>th</sup> Pl, 129<sup>th</sup> PL NE and NE 9<sup>th</sup> St. Goff Creek is name for the couple, and runs in the station's vicinity.

c) Highland Station

Highland is the name of the school that stood at the south side of NE 124<sup>th</sup>, near 140<sup>th</sup> NE. Originally built in 1890, and expanded in 1912 to include a large bell, it is now the site of the existing community center. This name reflects a geographic location, landmark and Bellevue history.

d) 130<sup>th</sup>/Bel-Red Station

This station name reflects the geographic location of the station. By joining 130<sup>th</sup> with Bel-Red, this name also provides a broader area context.

e) Bel-Red Station

This station is located geographically closes to Bel-Red road, in the heart of the Bel-Red area. This name would provide geographic context.